

Established February, 1845.

PRICE, \$2 PER MONTH.

Shipping.

Steamers.

**DOUGLAS STEAMSHIP COMPANY,
LIMITED.**

**FOR SWATOW, AMOY AND
TAIWANFOO.**

The Co.'s Steamship
Thalia
Capt. BAXTER, will be
dispatched for the above
Ports TO-MORROW, the 18th Instant, at
Daylight.

For Freight or Passage, apply to
DOUGLAS LARPAIK & Co.,
General Managers.

Hongkong, January 17, 1893.

**INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.**

**FOR SINGAPORE, PENANG AND
KALCUTTA.**

The Co.'s Steamship
Katong
Captain W. H. JACKSON
will be dispatched at

Noon.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, January 17, 1893

THE CHINA & MANILA STEAMSHIP
COMPANY, LIMITED.

FOR MANILA VIA AMOY.

The Co.'s Steamship
Zakra,
Captain COMBES, will be
despatched for the above
port on **WEDNESDAY**, the 18th Inst., at
5 p.m.

This Steamer has superior Accommoda-
tion for Passengers.

For Freight or Passage, apply to
SHEWAN & Co.,
General Managers.

Hongkong, January 16, 1893.

SHIRE LINE OF STEAMERS.

FOR NAGASAKI, KOBE AND
YOKOHAMA.
(Via Inland Sea.)

The Steamship
Monmouthshire,
Captain OUNGO, will be
despatched as above
on or about THURSDAY, the 19th Instant.

For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents,
Hongkong, January 11, 1885.

STEAM TO YOKOHAMA VIA NAGASAKI

SARKI AND KOBE
(Passing through the INLAND SEA.)
The P. & O. S. N. Co.
Steamship
Verona.
Captain F. H. SEYMOUR
will leave for the above places on FRIDAY
the 10th Instant, at Noon.
For Freight or Passage, apply to
H. H. JOSEPH,
Superintendent.
P. & O. S. N. Co.'s Office,
Hongkong, January 11, 1893.

OCEAN STEAMSHIP COMPANY.
FOR SHANGHAI VIA AMOY.
(Taking Cargo & Passengers at through rates
for NINGPO, SWATOW, & KEELUNG.)
CHANG TUNTSIN. HANKOW

The Co.'s Steamship
Palmyra,
Capt. JACKSON, will
be despatched as above
FRIDAY, the 20th Instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, January 11, 1893.
FOR NEW YORK VIA SUEZ CANAL
The Steamship
Albatross,
Captain COOMBS, will
be despatched as above
on or about the 23rd Instant.
For Freight or Passage, apply to
DODD, WELLS, CARROLL & Co.,
Agents.
Hongkong, January 16, 1893.
FOR SINGAPORE, RANGOON AND

HAMBURG.
(Calling at NAPLES for landing Passengers
if sufficient inducement offers.)
(Taking Cargo at through rates to
ANTWERP, AMSTERDAM, ROTTER-
DAM, LONDON, LIVERPOOL
AND BREMEN.)

The Steamship
Asia,
Capt. E. CHRISTENSEN
will be despatched for the
above Ports on WEDNESDAY, the 28
inst. at 10 A.M.

This Steamer has superior Accommoda-
tion for First and Second Class Passen-
gers and carries a Doctor and a Stewardess.

For Freight or Passage, apply to
SIMPSEN & Co.,
Agents, 11
HONGKONG, JANUARY 16, 1893.

Sailing Vessels.

FOR SAN FRANCISCO.

The *A. J. American* Barque
John Bailey,
SHEPHERD, Master, will lo-
cally here for the above Port, and w-

For Freight, apply to
SHEWAN & Co.
Hongkong, January 11, 1893.

PRIVATE BOARD AND RESIDENT
'GLENEALY BUILDINGS,'
(Nos. 12 and 14, Wyndham Street.)

MRS. GILLANDERS has VACANCY
for RESIDENT BOARDERS AND VISITORS
also Accommodation for TABLE BOARDERS
Hongkong, July 4, 1892.

were delivered in London in a little
 over a proper speed, stemming well within
 the proper speed, both the *Managers*
 and her sister ship, the *Australia*, would do
 much better than that are long. (Hear,
 hear.) Alluding to the loss of the *Bokhara*,
 the Chairman said the Press had published
 much rubbish, and that it could be a mistake
 for him to add anything. Undoubtedly that
 was the saddest incident in the company's
 history; for previously almost a serious loss
 of life; but, for any blame, the entire absence
 from such casualties he had believed
 in the *Bokhara* could not be accounted for
 steamers travelling at a high rate of speed
 more than two and a half millions of miles
 a year, and it could not be denied that in the
 fifty or sixty years of the company's history
 the commanders and the crews had been extremely
 successful in meeting the risks and profes-
 sionally entrusted to them. In the case of the
Bokhara, the commander was in the prime
 of life, and both physically and mentally he
 could be better equipped to be at
 the helm of a ship. In short, Captain
 Adams was a splendid seaman, and had in
 an exceptional degree won the confidence of
 those whose duty it was to watch the na-
 vigation and discipline of their ships. In
 the hands of such an officer (they knew that
 everything was successful in the hands of
 such an officer) he could be in times of peril, and when
 they ascertained the circumstances under
 which the *Bokhara* was lost they could only
 ascribe the disaster to the act of God. He
 then quoted from the despatch to the
 Admiralty, in which it was stated that the
Bokhara "went in search of the
Forster." The character of the vessel was
 shown by the fact that when rendered help-
 less by the loss of her steam power, and
 when at the mercy of one of the worst
 storms that ever blew, she remained
 staunch and perfectly seaworthy. The
 engineers were engaged in relighting the
 fires, and the ship would have been out
 of danger in an hour or so had she
 not struck on a rock, to which she
 was driven by the force of the wind,
 by the terrific force of the wind.
 No words could adequately express the
 sorrow of his colleagues and himself—and
 he was sure he could say the sorrow
 of every shipowner as well—for the
 loss of the ship and for those who had
 been bereaved. (Cheers.)
 The Earl of Leven and Melville seconded
 the motion of Mr. Carr.
 The directors recommended were then
 declared. The auditors' presentation
 having been read, the Chairman, on the
 part of the directors, gave the following
 account, a vote of thanks to the chairman
 closed the proceedings.
 A FAIR, BEAUTIFUL SHIP.—Sulphaline Soap
 gives the natural tint and peach-like bloom of a
 perfect complexion. It is a pure, healthy, and
 simple, healthy, comfortable, Sulphaline Soap,
 of Toilet. Everywhere.
 TO CURE SKIN DISEASE.—Sulphaline Lotion
 quickly drives away Eruptions, Pimples, Blotches,
 Redness, Itchiness, and all other skin troubles.
 It is a pure, healthy, and simple, healthy, com-
 fortable, Sulphaline Soap, of Toilet. Everywhere.
 A FAIR, BEAUTIFUL SHIP.—Sulphaline Soap
 gives the natural tint and peach-like bloom of a
 perfect complexion. It is a pure, healthy, and
 simple, healthy, comfortable, Sulphaline Soap,
 of Toilet. Everywhere.
 OHNA COAST METEOROLOGICAL
 REGISTER.
 January 16.—AT 4 P. M.
 Wind. S.W. 4. Rain. 0.0. Clouds. 0.0. Bar. 30.0. Therm. 60.0.

[illegible]

Gap Rock	30.37			N	6	
Macao	30.43	36	61	NW	2	0
Hoihow	—					
Daiphong	30.23	44	71	N	4	0
Hoihow	29.58	73	70			
Manila	30.80	80	71	N	1	0
C.S. James	—			NW	4	0

Barometer still rising. Gradients steady for N. winds. Weather:—Overcast, wet, and extremely cold. (Issued at 10.57 a.m.)
A. DOBSON,
Assistant Meteorologist.
Hongkong Observatory, Jan. 17, 1896.

1. BAROMETRIC, reduced to 32 degrees Fahrenheit, and to the level of the sea in inches, tenths, and hundredths.

2. TEMPERATURE, in the shade, in degrees Fahrenheit.

3. HUMIDITY, in percentage of saturation, the dry-bulb of air saturated with moisture being 100.

4. DIRECTION OF WIND, to two points.

5. FORCE OF WIND, according to Beaufort's Scale.

6. STATE OF WEATHER, by day and night, by thickened clouds, by falling rain, fog, or showers of any kind, by lightning, or overcast, by passing showers of any kind, by rain, snow, or thunder, or visibility, or dew (wet).

7. KIN, to inches, tenths and hundredths.

[illegible]

SHIPPING IN CHINA, JAPAN,

PHILIPPINES & SIAM WATERS.

Canton	Brit.	str.
Meefoo	Chi.	str.
Poyang	Ger.	str.

Sections, commencing at

AMOI.

On port on January 13, 1893.

WRECKED STEAMERS.

Heinchi	Chinese
Nanyong	British

		Nowhang British MERCHANT SAILING VESSEL.
		Anga Bertha Ger. bgo.
		Buanto Ger. bgo.
		Conference Brit. bgo.
		Elizabeth Ger. bgo.
		Galveston Ger. bgo.
		Mary Stewart Ger. bgo.
		Oh Kim Soon Brit. bgo.
		Theresa Brit. bgo.
		FOOCHOW, in port on January 10, 1893.
		MERCHANT STEAMERS.
		Cito German
		Haechin Chinese
		MERCHANTS SAILING VESSELS.

Green Duck	Cape City	Dr. Sm. Sen.
	G. H. Wappaun	Brit. bga.
Coastal Duck	Lucia	Brit. bga.

nd Tamsui	Valkyrien	Brit. bgo.
		—
		SHANGHAI.

Abdeen Dock	Canton	British
To-day	Cass	Chinese

g	Chingping	Chinese
&c.	Feiching	British
i	Feilung	British
na	Fooksang	British
	Fungshan	Chinese

Today	Hsiang	Chinese
Tomorrow	Hsiang	Chinese
Today	Kiangyung	Chinese
Tomorrow	Ingo	German
Today	Kiangyu	Chinese

	To-day	Kinting	Norwegian
	To-morrow	Kintuck	British
	To-morrow	Kobo Maru	Japanese
See.	To-morrow	Kwang Lu	Chinese
	To-day	Melbourne	French
		Mirzapore	British
		Moray	British
		Nanchang	British
		Orion	Austrian

Peiping	Chinese
Peiyang	German

	Poochi	Chinese
	Pronto	Grouma
	Toriot	British
	Tungyellow	British
	Whampoa	British]
	Yarikomo Maru	Japanese
	Yung Fieg	Chinese

MERCHANT SAILING VESSELS.	
Alice Mary	Brit. bqs.
Anglo Indian	Brit. bqs.
Estella	Amer. bqs.
Hilda	Brit. sch.
Nanaimo	Brit. bqs.
Pollamaya Sweden	Rus. sch.
Saint Mungo	Brit. sh.
Watersiegfried	Brit. bqs.

NAGASAKI.	
In Port on January 6, 1863	
MERCHANT SAILING VESSELS.	
Kozaki Maru	Japan. bg.

Singapore
Hankow
Hongkong
Hongkong
Hongkong
Shanghai
Shanghai
Hongkong

Seoul San Francisco
YOKOHAMA.
In port on January 2, 1893.
Arctic Brit. sch.
Aurora Brit. sch.

Shanghai	Dana	Amer. sch.
Hongkong	Newhall	Brit. at-yt.
Hongkong		
Hongkong		
Hongkong		
Hongkong		

HIOGO.

In port on January 3, 1893.

Freiburg	(Ger. sh.
Robt. L. Belknap	Amer. sh.

MANILA.
In Port on December 26, 1902.
Navy list.

MERCHANT STEAMERS AND SAILING VESSELS	
Abbie S. Hart	Brit. sh. uncertain
Arizona	Brit. bgo. Atlantic, U.S.

	Dorvan	op n.	str.	Ind up
	Higo Maru	Japan.	str.	Japan v. H.K.
	Isla de Panay	Span.	str.	Lipool v. Spain
	John E. Sayre	Brit.	sh.	uncertain
	Kirklands	Brit.	str.	discharging
	Kowching	Brit.	str.	Hongkong

Nagasaki			
Hongkong			
Singapore			
Kiukiang			
Macao			
Kobe			

MERCHANT SAILING VESSELS.		
Shanghai	Baron Douglas	Brit. str. H.K. v. Cebu
Macao	Glenesslin	Brit. sh. uncertain
Nagasaki	Munster	Brit. sh. D'waro's water
Singapore	Queen Victoria	Brit. str. uncertain
Tientsin		
Shanghai		
Shanghai		
Singapore		

Touron
Hongkong
Hankow
Shanghai
Amoy
Nagasaki
On a cruise

Troop Brit. sh. Atlantic, U.S.

HANGKOK.
In port on January 2, 1893.
MERCHANT SAILING VESSELS.

Printed and published by Geo. MURRAY

Wynham Street, Hongkong.

100

Figure 1 is a line graph showing the percentage of total sample for each age group (0-14, 15-24, 25-34, 35-44, 45-54, 55-64, 65-74, 75+) across different years (1970, 1980, 1990, 2000, 2010, 2020). The y-axis represents the percentage of total sample, ranging from 0 to 100. The x-axis represents the years. The 0-14 age group shows a steady decline from about 25% in 1970 to 10% in 2020. The 15-24 age group shows a slight increase from about 15% in 1970 to 20% in 2020. The 25-34 age group shows a slight increase from about 15% in 1970 to 20% in 2020. The 35-44 age group shows a slight increase from about 15% in 1970 to 20% in 2020. The 45-54 age group shows a slight increase from about 15% in 1970 to 20% in 2020. The 55-64 age group shows a slight increase from about 15% in 1970 to 20% in 2020. The 65-74 age group shows a slight increase from about 15% in 1970 to 20% in 2020. The 75+ age group shows a slight increase from about 15% in 1970 to 20% in 2020.